



National Transportation Safety Board Aviation Accident Final Report

Location:	Cleveland, OH	Accident Number:	NYC02LA096
Date & Time:	05/08/2002, 1522 EDT	Registration:	N400GJ
Aircraft:	Beech 400	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

While on the takeoff roll, as the airspeed increased, the co-pilot called "V1," and immediately alerted the pilot to the presence of birds. The birds began to impact the airplane and the pilot aborted the takeoff. The airplane came to rest about 100 feet prior to the departure end of the runway. Examination revealed that both engines had ingested birds.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Ingestion of birds into both engines.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) OBJECT - BIRD(S)
2. ABORT ABOVE V1 - INITIATED - PILOT IN COMMAND

Factual Information

On May 8, 2002, about 1522 eastern daylight time, a Beech 400, N400GJ, operated by Georgia Jet, was substantially damaged during a bird strike, while departing from the Burke Lakefront Airport, Cleveland, Ohio. The two certificated airline transport pilots were not injured. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the positioning flight conducted under 14 CFR Part 91, destined for the Washington Dulles International Airport (IAD), Dulles, Virginia.

According to the pilot, a flock of birds were observed sitting on the approach end of runway 6L as the airplane was taxied. When the airplane arrived at the approach end of the runway, the birds fled to the north. The flight was cleared for departure by air traffic control, and the airplane was positioned onto the runway. The flightcrew did not observe any birds on or around the runway, and power was applied for takeoff. As the airspeed increased, the co-pilot called "V1," and immediately alerted the pilot to the presence of birds. The birds began to impact the airplane and the pilot aborted the takeoff. The airplane came to a stop about 100 feet prior to the departure end of the runway.

Examination of the airplane by a Federal Aviation Administration inspector revealed substantial damage to both the left and right engines.

Further examination of the right engine revealed that a fan blade separated and penetrated the engine cowling. A 2-inch gap was also observed between the engine and the fuselage.

Pilot Information

Certificate:	Airline Transport	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/26/2002
Occupational Pilot:		Last Flight Review or Equivalent:	02/27/2002
Flight Time:	6300 hours (Total, all aircraft), 1500 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 165 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/24/2002
Occupational Pilot:		Last Flight Review or Equivalent:	02/02/2002
Flight Time:	6110 hours (Total, all aircraft), 300 hours (Total, this make and model), 210 hours (Last 90 days, all aircraft), 88 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N400GJ
Model/Series:	400	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	RJ23
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	04/05/2002, AAIP	Certified Max Gross Wt.:	15780 lbs
Time Since Last Inspection:	118 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	6365 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Not installed	Engine Model/Series:	JT150-5
Registered Owner:	Air Medical Leasing Inc.	Rated Power:	2900 lbs
Operator:	Critical Care Mangement	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	Georgia Jet	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BKL, 583 ft msl	Distance from Accident Site:	
Observation Time:	1502 EDT	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1900 ft agl	Visibility	8 Miles
Lowest Ceiling:	Overcast / 20000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	11° C / 10° C
Precipitation and Obscuration:			
Departure Point:	Cleveland, OH (BKL)	Type of Flight Plan Filed:	IFR
Destination:	Dulles, VA (IAD)	Type of Clearance:	IFR
Departure Time:	1522 EDT	Type of Airspace:	Class D

Airport Information

Airport:	Burke Lakefront Airport (BKL)	Runway Surface Type:	Asphalt
Airport Elevation:	583 ft	Runway Surface Condition:	Wet
Runway Used:	6L	IFR Approach:	None
Runway Length/Width:	6198 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.518056, -81.683333

Administrative Information

Investigator In Charge (IIC):	Stephen Demko	Report Date:	06/25/2003
Additional Participating Persons:	Robert Dale; FAA; Cleveland, OH		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .		

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